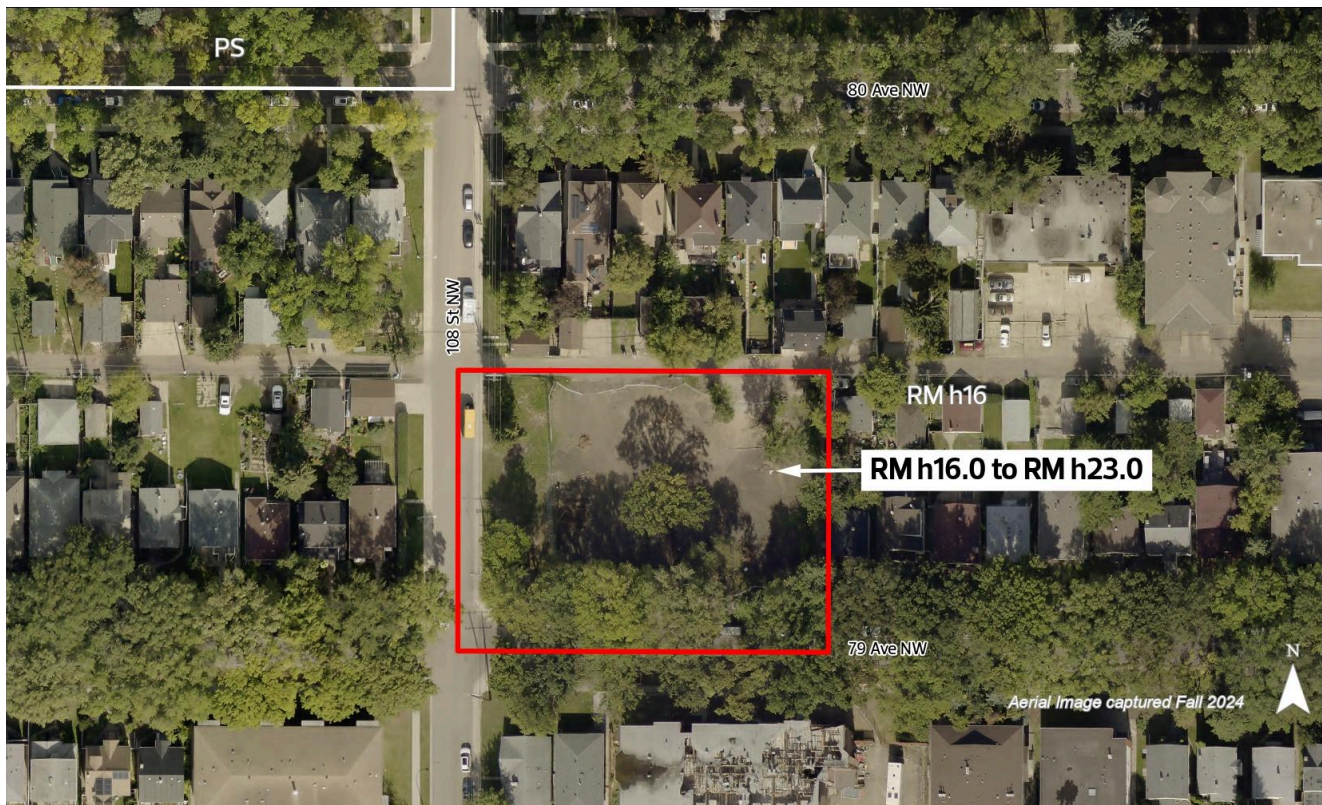


## 10740, 10744, 10748, 10752, 10756 - 79 Avenue NW and 7903 - 108 Street NW

### Position of Administration: Support



### Summary

Bylaw 21207 proposes a rezoning from the Medium Scale Residential Zone (RM h16.0) to the Medium Scale Residential Zone (RM h23.0) to allow for medium scale housing.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from 8 people with concerns related to the neighbourhood character changing, traffic congestion and a lack of on-street parking.

Administration supports this application because it:

- Supports The City Plan's targets for infill development and trips taken by transit.
- Allows for further housing opportunities in close proximity to services, employment and transit.

# Application Details

This application was submitted by Situate Inc on behalf of Greystone Group Ltd.

## Rezoning

The proposed Medium Scale Residential Zone (RM h23.0) would allow development with the following key characteristics:

- A maximum height of 23 metres (or approximately 6 storeys).
- A maximum Floor Area Ratio of 3.0 - 4.4.
- Commercial and community opportunities at ground level.
- Vehicle access from the alley.

## Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Medium Scale Residential Zone (RM h16.0)	Vacant
North	Medium Scale Residential Zone (RM h16.0)	Single detached housing
East	Medium Scale Residential Zone (RM h16.0)	Single detached housing
South	Medium Scale Residential Zone (RM h16.0)	Semi-detached housing and Low-Rise Apartment
West	Medium Scale Residential Zone (RM h16.0)	Single detached housing





*View of the site looking northeast from the corner of 108 Street NW and 79 Avenue NW*



*View of the site looking southeast from 108 Street NW*

## **Community Insights**

This application was brought forward to the public using a broadened approach. This approach was selected because the application proposes to increase scale by approximately 2-storeys through standing zoning. The broadened approach included:

## **Mailed Notice, March 4, 2025**

- Notification radius: 120 metres
- Recipients: 540
- Responses: 8
  - In opposition: 8

## **Site Signage, April 3, 2025**

- One rezoning information sign was placed on the property so as to be visible from 108 Street and 79 Avenue

## **Webpage**

- [edmonton.ca/rezoningapplications](http://edmonton.ca/rezoningapplications)

## **Notified Community Organizations**

- Central Area Council of Community Leagues
- Queen Alexandra Community League

## **Common comments heard (number of similar comments in brackets beside comments below):**

- The additional density will result in more traffic and on-street parking congestion (4x)
- The site should remain RM h16, as a 4-storey building is closer to the existing character of the area (3x)
- A 6-storey building would result in loss of sunlight, privacy and views for surrounding properties (3x)
- Neighbours were not properly engaged (2x)
- Larger infill projects should only be considered at the edge of a neighbourhood, along busier roadways (2x)
- This proposal will result in a reduction in property values for surrounding landowners (1x)
- This proposal will result in increased crime in the area (1x)

## **Application Analysis**

### **The City Plan**

By increasing density near at a site that is well connected to transit service and bike routes, this rezoning contributes to the Big City Moves of a Rebuildable City and a Community of Communities by helping to achieve the targets of 50% of trips are made by transit and active transportation and 50% of new units accommodated through infill.



## District Plans

In the Scona District Plan, the site is not located within a Node or Corridor and is designated 'Urban Mix', which provides opportunities for a mix of housing types close to businesses and services that meet the daily needs of residents. The existing RM h16 Zone would allow for a 4-storey building.

With the application seeking approximately 2 more storeys of height through the RM h23 Zone, for a total of 6-storeys, District Policy 2.5.2.6 allows for consideration of additional scale within the urban mix designation where at least two of the following criteria can be met:

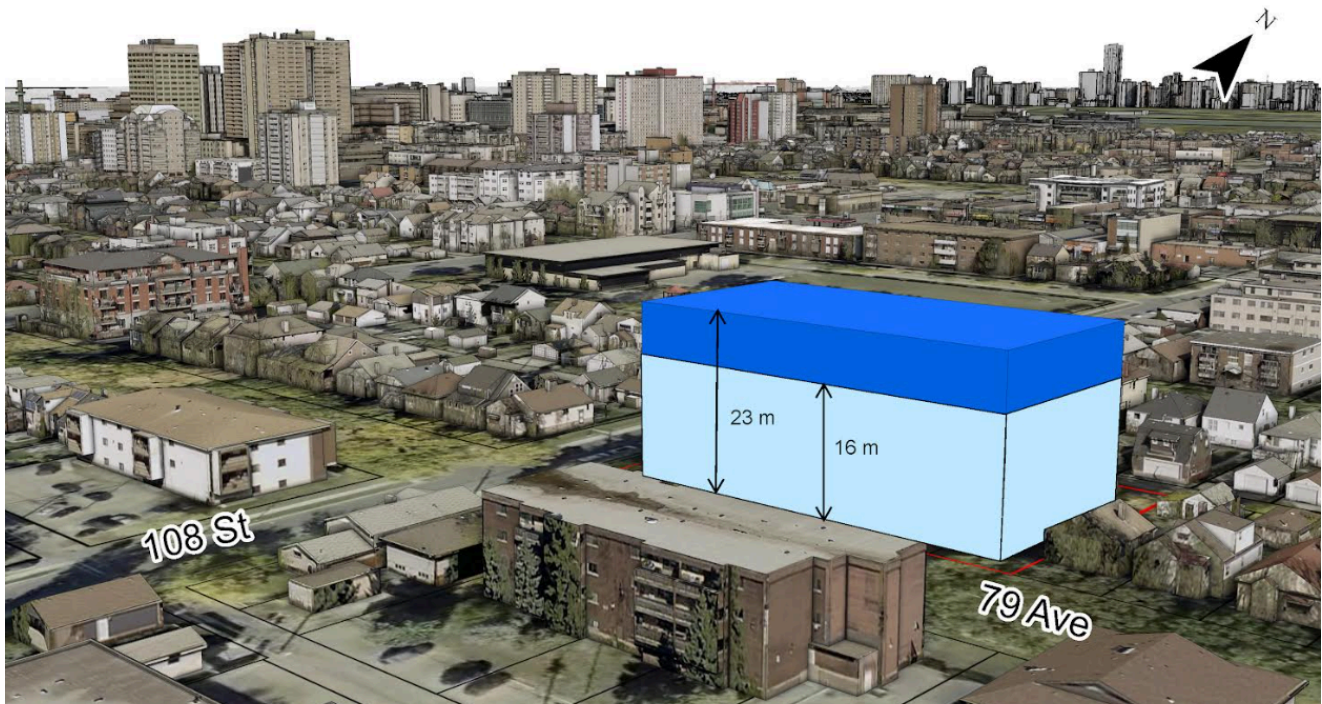
<b>District Policy Criteria for Consideration of Additional Scale</b>	<b>Analysis</b>	<b>Compliance (Yes or No)</b>
<b>In a Node or Corridor Area or within 100 metres of a Node or Corridor Area</b>	The site is within 100 metres of the Whyte Avenue Primary Corridor (approx. 70 metres to the south).	Yes
<b>Within 400 metres of a Mass Transit Station</b>	There are no Mass Transit Stations in the area.	No
<b>Along an Arterial Roadway or a Collector Roadway</b>	Adjacent streets are local roadways.	No
<b>At a corner site or adjacent to a park or open space</b>	This site is located on a corner.	Yes
<b>Adjacent to a site zoned for greater than Small Scale development</b>	Adjacent sites are all zoned for medium scale housing (RM h16).	Yes

With the site meeting three of the above criteria, the additional scale proposed through this application can be considered and is assessed further in the following section.

## Land Use Compatibility

The existing zoning is the RM h16 Zone which permits a maximum height of 16 meters or approximately 4-storeys. This application proposes to increase the height modifier of the RM Zone, as it applies to this site, from h16 to h23. The difference in maximum height being proposed is 7 meters or approximately 2 storeys, for a total of 6-storeys. With the application only proposing to modify height and Floor Area Area Ratio, the allowable building pocket is not changing, as minimum setbacks and all other regulations within the RM Zone are not changing. The conceptual image below illustrates the difference between the extent of the building

envelope permitted under the existing RM h16 Zone and the proposed modification of maximum height to h23.



*Conceptual building envelope between illustrating the difference between RM h16 and h23*

This site is well positioned for an increase in density and scale, as proposed. It is located in close proximity to a Secondary Corridor (109 Street), a Primary Corridor (Whyte Avenue), and a Major Node (Garneau/University), as illustrated on the image below. Being connected to an important focal point between a Node and two Corridors means that this site is well positioned to take advantage of a variety of services, shops, employment opportunities, bus service and bike lanes, which can support the additional density being proposed through this application. Future residents living at this location can rely on trips supported by transit and active modes, and can meet their daily needs within 15-minutes of where they live.





*Site analysis context*

The site is surrounded by primarily single detached housing where transitions between a 6-storey building, as proposed, and a single detached house can be abrupt. However, all surrounding land is zoned RM h16, meaning that, as surrounding land redevelops, it will likely redevelop to its maximum potential as 4-storey apartment housing. As this occurs, the scale proposed under this rezoning will become less abrupt. In the meantime, the site's location at a corner means that it has the benefit of being surrounded by primarily road right-of-way which creates natural buffer space between this site and surrounding properties, including minimum setbacks of 3 meters along the site's most sensitive edges which are the lane and the interior lot line. Because this site is not abutting any other site with a residential zone that has a maximum height of 12.0 m or less, no building stepbacks are required.

A building of this scale will create a correspondingly larger shadow that will impact surrounding properties. However, shadow impacts are less concerning in an area like this where much of the surrounding area is already zoned RM h16 which will yield development at a similar scale with similar shadow impacts. A full Sun/Shadow Analysis can be found in Appendix 1.

## Mobility

Vehicular access for the site is required exclusively from the abutting lane, which may require upgrades to a commercial alley standard. This will be reviewed in further detail at the development application stage.

Numerous bus routes are available on 82 Avenue and 109 Street and the site is 250m - 300m walking distance to nearby bus stops. The future mass transit network in the area is anticipated to include Bus Rapid Transit routes operating on 82 Avenue and 109 Street. Design of 82 Avenue

and 109 Street is still to be finalized, but infrastructure required on these corridors may include improved sidewalks, upgraded bus stops and dedicated lanes for transit.

## **Utilities**

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required stormwater management will be reviewed at the Development Permit stage.

Low Impact Development (LID) is recommended for the development allowed under the proposed zone. Details of any proposed LID would be reviewed at the Development Permit stage.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met.

The applicant/owner will be responsible for all costs associated with infrastructure changes required by this application.

## **Appendices**

1. Sun/Shadow Analysis

Written By: Stuart Carlyle

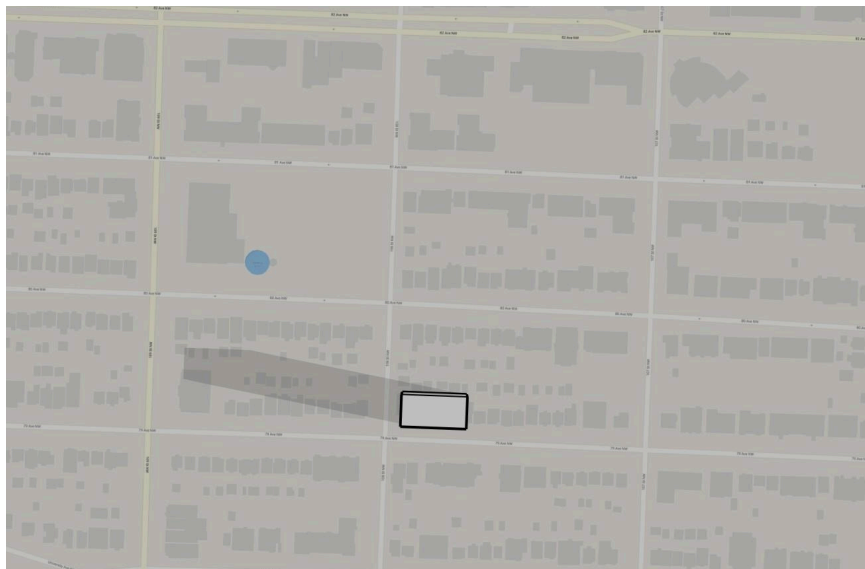
Approved By: Tim Ford

Branch: Development Services

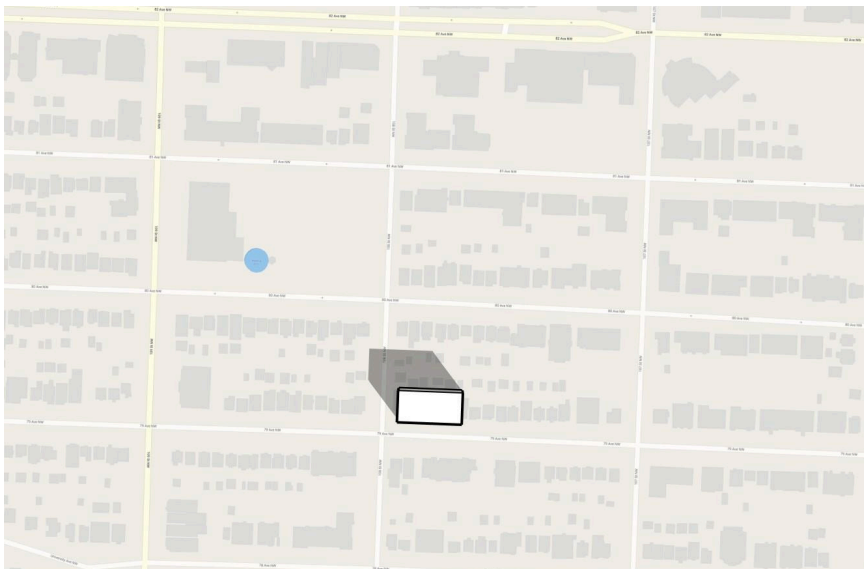
Section: Planning Coordination



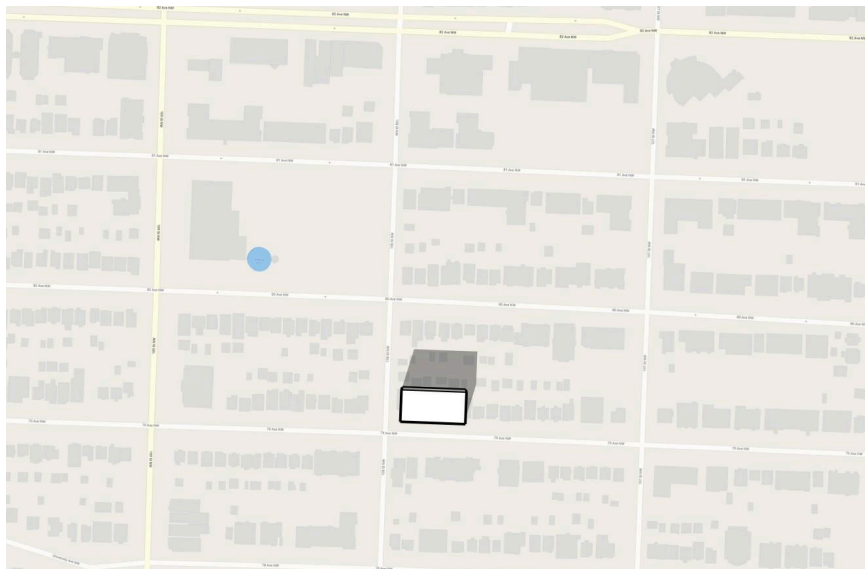
March 21



7:30 AM



10:30 AM



1:30 PM

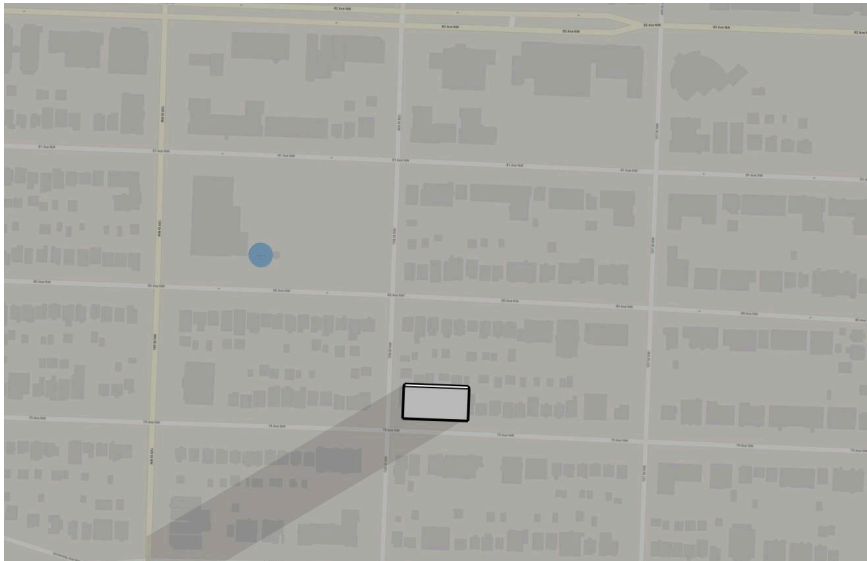


4:30 PM

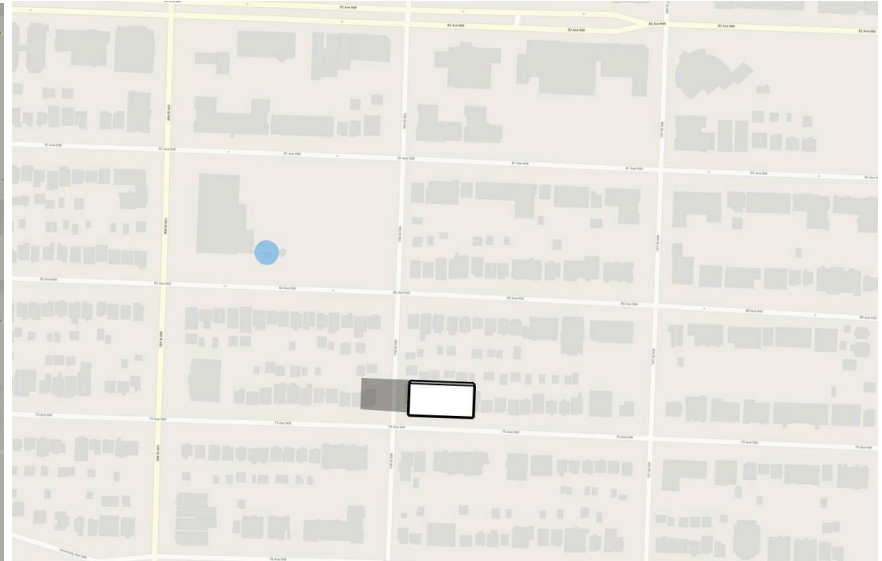


7:30 PM

June 21

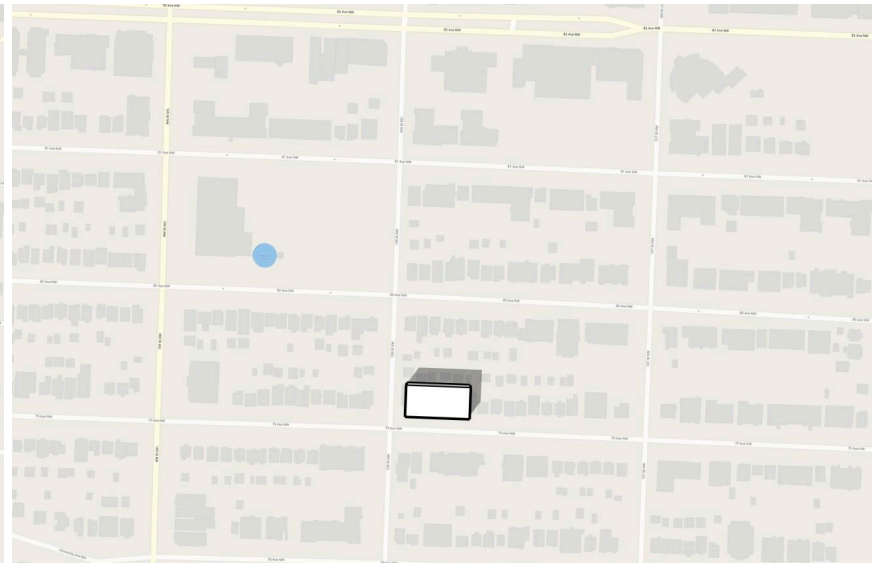
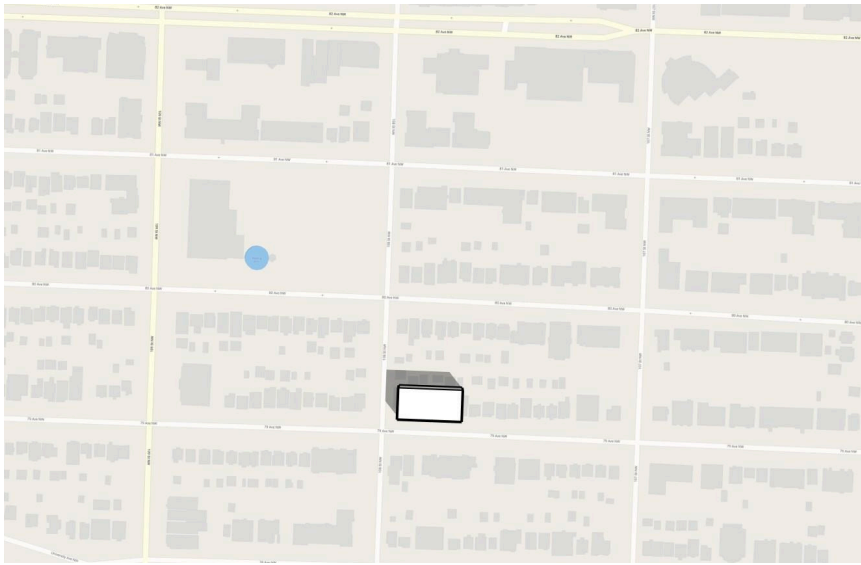


5 AM



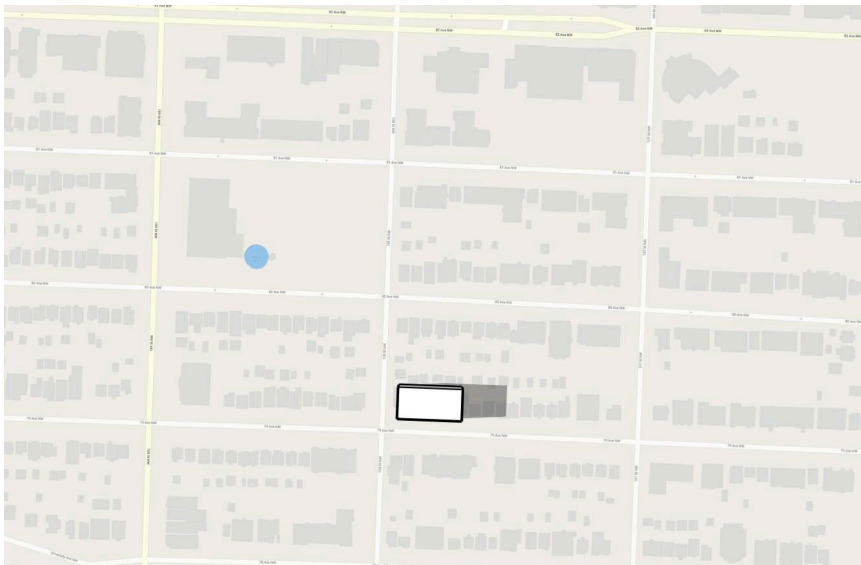
8 AM





11 AM

2 PM



5 PM

8 PM

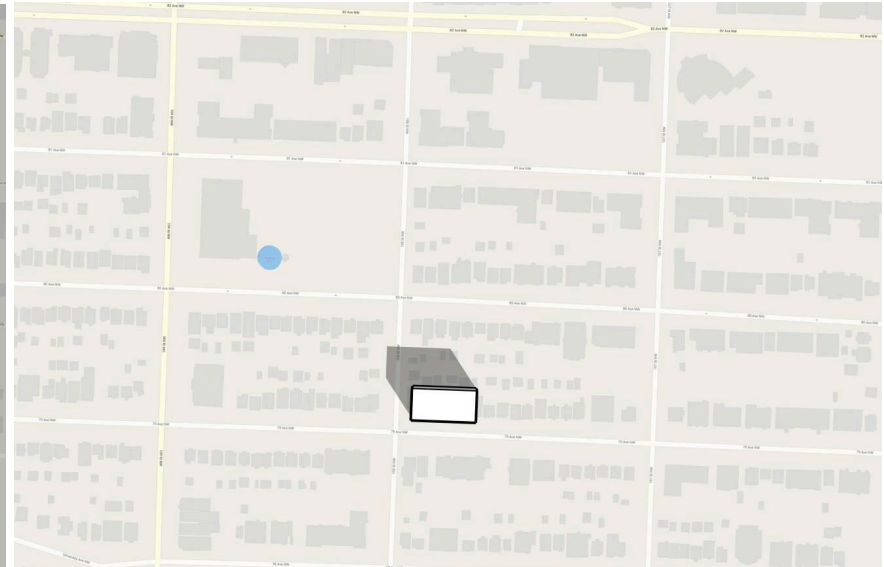


10 PM

September 21

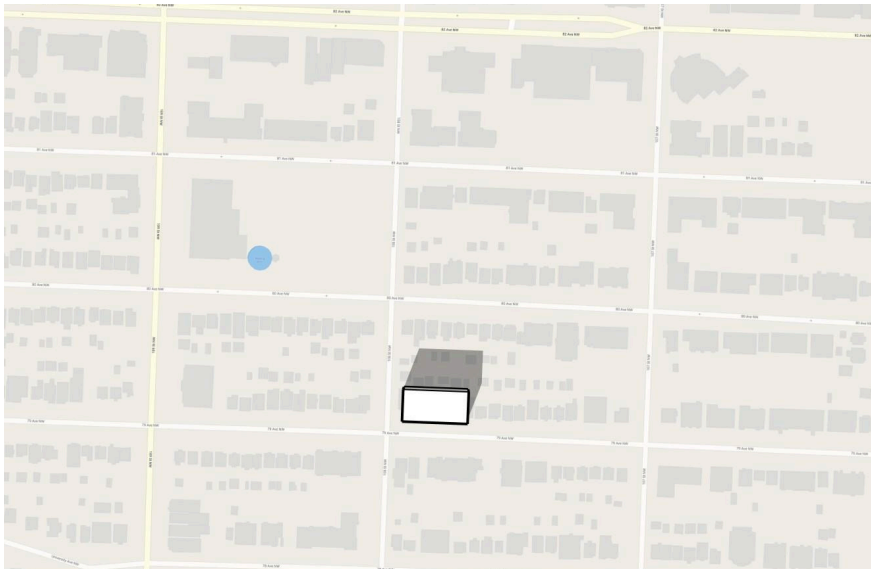


7:30 AM

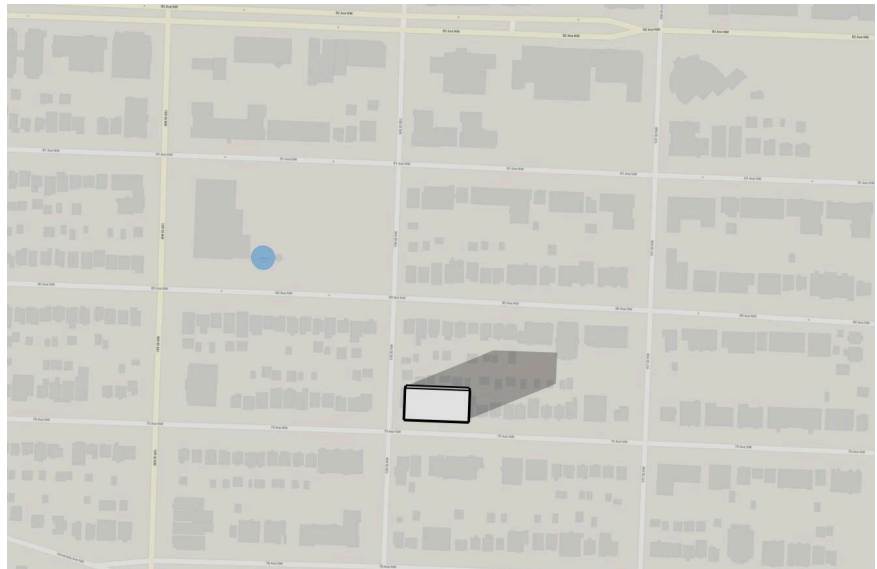


10:30 AM





1:30 PM

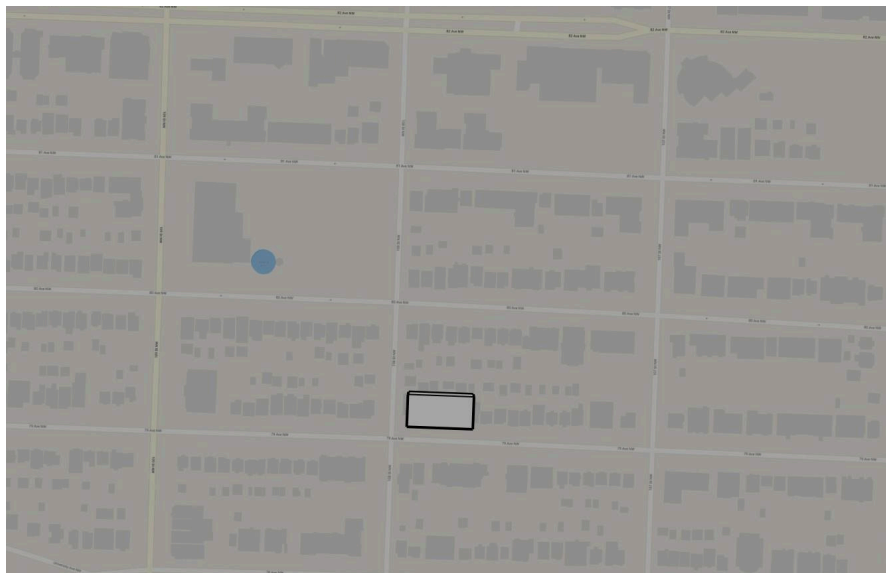


4:30 PM

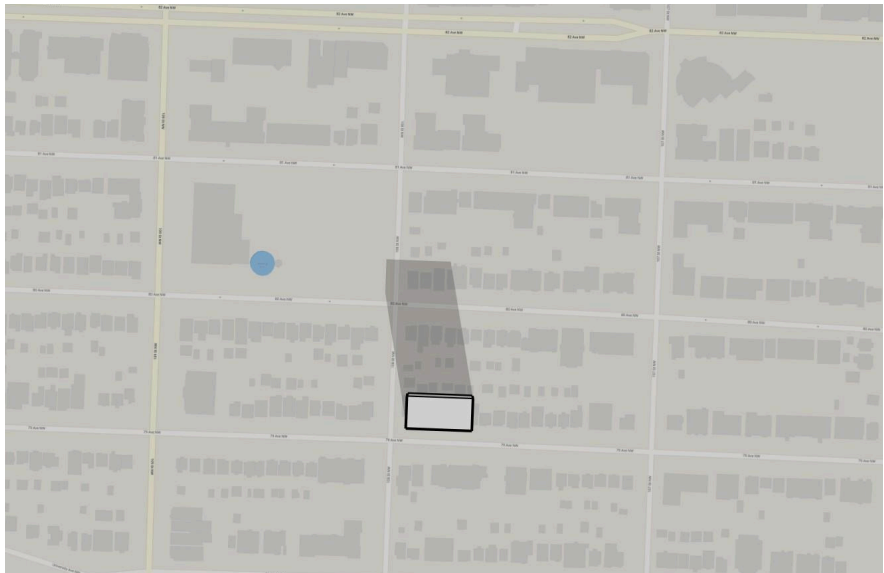


7:30 PM

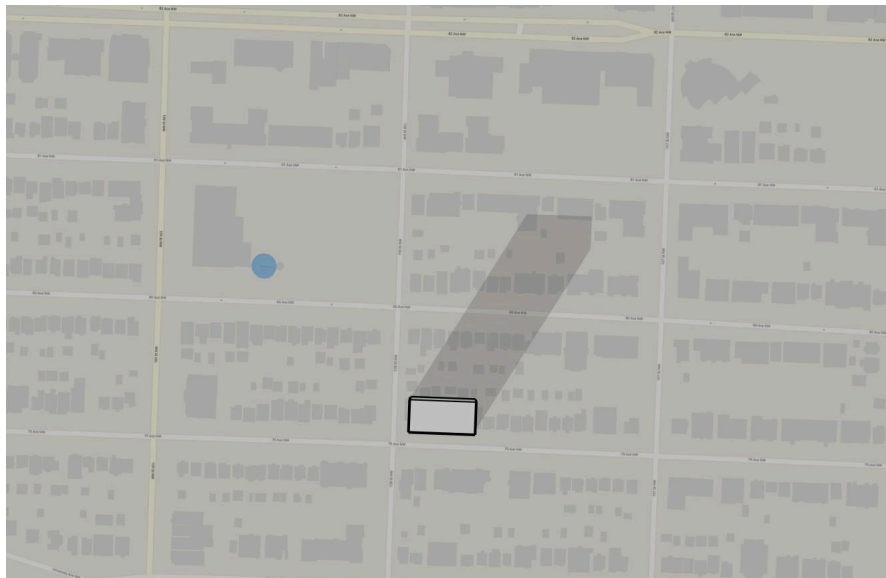
December 21



8:45 AM



11:45 AM



2:45 PM



4:15 PM